

<b>12 October 2016</b>		<b>ITEM: 14</b> <b>Decision 01104388</b>
<b>Cabinet</b>		
<b>Parking Strategy and Policies Update 2016</b>		
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> Key	
<b>Report of:</b> Councillor Brian Little, Cabinet Member for Transport & Highways		
<b>Accountable Head of Service:</b> Ann Osola, Head of Transportation & Highways		
<b>Accountable Director:</b> Steve Cox, Corporate Director of Environment and Place		
<b>This report is Public</b>		

## **Executive Summary**

This report seeks Cabinet endorsement of a refreshed version of the Council's Parking Strategy and Policies to support the Council's more robust approach to tackling HGV parking enforcement and to dealing with the pressures associated with higher volumes of commuter parking, particularly around rail stations. A more comprehensive review of Parking Strategy and Policies will be undertaken as part of a multi-modal review of Transport Strategy in conjunction with the development of Thurrock's new Local Plan.

### **1. Recommendation(s)**

**1.1 That Cabinet endorses the Parking Strategy & Policies 2016 document at Appendix 1 as a replacement to Parking Strategy 2007.**

### **2. Introduction and Background**

- 2.1. On 1<sup>st</sup> April 2005 Thurrock Council took over the responsibility for enforcing parking, loading and waiting restrictions in the borough from Essex Police.
- 2.2. Parking offences then become 'contraventions' and are no longer classified as criminal offences. Consequently there is no recourse to the Magistrate Court System, but to Independent Adjudicators. Any unpaid debts can be pursued through a streamlined County Court system culminating in bailiff action.
- 2.3. Decriminalised Parking Enforcement (DPE), by enabling the Council to control and manage parking, benefits town centre needs by supporting improvements to the general environment. It enables measures to encourage

commuters and other drivers to use long stay car parks thus freeing up short stay spaces. It also allows buses and service vehicles to operate more effectively. The DPE compliments and supports Thurrock Council's vision for a safe and integrated transport system that is accessible to all.

The council can, using the DPE powers, set up controlled parking zones which allow the space to be managed to benefit residents.

2.4. The adoption of DPE was followed by the implementation of Parking Strategy 2007 which enabled the Council to:

- Implement residential parking schemes in Stanford-le-Hope, South Ockendon, Badgers Dene Grays and Seabrooke Rise;
- Introduce Controlled Parking Zones (CPZ) in Stanford, South Ockendon and extend the CPZ within Grays (including Commuter Zones); and
- Introduce collaborative working with strategic partners to deliver the service.

### **3. Issues, Options and Analysis of Options**

- 3.1. Since 2007, parking pressures in Thurrock have increased. Car ownership has increased, and economic growth has resulted in an increased number of HGVs. There has also been a significant rise in the number of rail commuters, resulting in increased pressure for parking spaces at rail stations. In response, the Council has introduced a dedicated HGV enforcement team and increased the number of off-street parking spaces for commuters. It has also improved its systems for following up on Penalty Charge Notices issued to foreign vehicles.
- 3.2. A robust enforcement system requires a clear audit trail in terms of Strategy and Policies. The current refresh updates the Council's Strategy and Policies to reflect current priorities and pressures.
- 3.3. In 2015/16, the Council's parking account generated a surplus of £264,439 which has been reinvested in the Parking Service in line with the requirements of the 2004 Traffic Management Act. Section 4 of the refreshed document sets out the Council's policies and prioritisation criteria for the provision of parking and for prioritising requests.
- 3.4. In recent years, the technologies used for parking enforcement have changed. Examples of these changes include the equipment carried by enforcement officers, a new direct interface with the Driver Vehicle Licencing Authority (DVLA) and the introduction of solar-powered ticket machines. Currently, eight of the twenty seven ticket machines in Thurrock operate on solar power, with the remainder due to be replaced by solar-powered machines over the next three years.
- 3.5. Thurrock's Parking Strategy and Policies support the delivery of the 2013 – 2026 Transport Strategy. This Strategy is scheduled for refresh to support

Thurrock's emergent Local Plan. It is intended that the Council's Parking Strategy and Policies are reviewed as part of this plan-making process. The Parking Strategy and Policies support accessibility and contribute to the Council objectives of delivering a safer environment for residents in the borough by influencing mode choice for journeys and addressing obstruction to flow of traffic, cyclists and pedestrians.

#### **4. Reasons for Recommendation**

- 4.1. Adoption of the refreshed Parking Strategy & Policies will update the previous document and provide a robust foundation for parking enforcement in Thurrock.

#### **5. Consultation (including Overview and Scrutiny, if applicable)**

- 5.1. A draft of the refreshed Parking Strategy and Policies 2016 was discussed by Planning, Transportation and Regeneration Overview and Scrutiny Committee at their meeting of 13 September 2016 and Member comments informed the adoption draft provided in Appendix 1.

#### **6. Impact on corporate policies, priorities, performance and community impact**

- 6.1. This report is consistent with all corporate priorities:

- **Create** a great place for learning and opportunity
- **Encourage** and promote job creation and economic prosperity
- **Build** pride, responsibility and respect
- **Improve** health and well-being
- **Promote** and protect our clean and green environment

#### **7. Implications**

##### **7.1. Financial**

Implications verified by: **Laura Last**  
**Senior Finance Officer, Management Accounts**

Thurrock's Parking Service is self-financing with any surpluses generated being reinvested in parking and transport provision within the borough.

##### **7.2. Legal**

Implications verified by: **Vivien Williams**  
**Planning & Regeneration Solicitor**

The 2016 refresh of Thurrock's Parking Strategy and Policies support the Council's compliance with the 2004 Traffic Management Act.

### 7.3. **Diversity and Equality**

Implications verified by: **Natalie Warren**  
**Community Development and Equalities  
Manager**

The refreshed Strategy and Policies document has been subject to a Community Equality Impact Assessment and no adverse equality implications have been identified.

### 7.4. **Other implications** (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

- None

### 8. **Background papers used in preparing the report** (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- Parking Strategy 2007
- Annual Parking Report 2016
- Traffic Management Act 2004

### 9. **Appendices to the report**

- Appendix 1: Parking Strategy and Policies 2016

### **Report Author:**

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